

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:25 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 738 Const Calendar Day: 311 Date: 11-Apr-2013 Thursday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition clear

Working Day ☒ If no, explain:**Diary:**

Dispute

**General Comments**

ITEM 67, ERECT PWS CABLE SYSTEM;  
MAINSpan CATWALK ANCHOR AT TOWER SADDLE;  
REMOVAL OF TEMPORARY BOLTS AND INSTALLATION OF PERMANENT PLUG BOLTS:

This operation is primarily inspected by others. I also inspect at this location where the temporary bolts, nuts, and washers were removed as part of the operation to remove the mainspan catwalk anchor that was attached to the tower saddle. The bolt holes in the tower saddle exterior steel are required to be plug bolted with galvanized A325 bolts, nuts, and washers to seal the interior of the dehumidified saddle. For the temporary assemblies at the lower, exterior portions of the catwalk anchor, the nut keepers on the inside with the previously installed galvanized nuts in the inaccessible tower saddle cells remained in place. For similar work a few weeks ago at the sidespan catwalk anchor, the nut keepers had to be removed by reaching into the inaccessible tower saddle cells to get access to the nuts to loosen them, because the bolts would not come out by turning the un-lubricated bolt head. The turn by bolt head torque situation at the mainspan catwalk anchor temporary bolts was better than at the sidespan catwalk anchor temporary bolts, and the temporary bolts were able to be loosened by the bolt heads from the exterior. The new plug bolts were fully tensioned by the turn-of-the-nut method, except that the assemblies were tightened by turning the bolt head from the outside due to access issues. For some of the plug bolt assemblies, the saddle casting is a little thicker, and as a result, some of the bolts are a little short and the nut threads do not fully engage the bolt threads. Since these are just plug bolts, this slight lack of engagement of threads is ok. It is not necessary to go through the long process of procuring slightly longer bolts to fully engage threads for these plug bolt assemblies that are just used to fill the holes and seal the interior locations.

